





Today's  
Advertisements.

## OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.  
The Company's Steamship"DEUCALION."  
Captain Branch, will be despatched TO-MORROW, the 18th instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th August, 1898. [965]

## OCEAN STEAMSHIP COMPANY.

FOR AMOY.  
The Company's Steamship"BELLEROPHON."  
Captain Peters, will be despatched on FRIDAY, the 19th instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th August, 1898. [994]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
The Company's Steamship"SUNGKIANG."  
Captain Rendle, will be despatched as above on SATURDAY, the 20th instant, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 17th August, 1898. [992]

## Intimations.

DAKIN, CRUICKSHANK & COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

## SIMPLE AERATED WATER.

## SODA WATER.

## GINGER ALE.

## SARSAPARILLA.

## RASPBERRYADE, &amp;c.

DAKIN, CRUICKSHANK & CO.'S WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to HOTELS, CLUBS, MANSES and other Large Consumers. Any complaints should be addressed to the Manager.  
Hongkong, 1st March, 1897. [30]

## MITSUBI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all ports in JAPAN.

Agents—

Mitsui Coal Mines.

Osaka Coal Mines.

Tokyo Marine Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wipe Co., Shanghai.

Onoda Cement Company, Japan.

Kansai Cotton Spinning Mill, Japan.

The Mito Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Nagasaki Clock Factory.

Hongkong, 17th December 1896. [45]

## A. S. WATSON &amp; CO., LIMITED.

MANUFACTURERS OF

## AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

The PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.O.B., D.C.L., F.R.S., &amp;c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LD.,  
THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.  
Hongkong, 18th June, 1898. [2]

## BIRTH.

At Singapore, on the 7th inst., the wife of JOHN FURBER, General Manager, Sarawak Colonies, Borneo, of a son.

## MARRIAGE.

At St. Catharine's Free Church, Edinburgh, on the 13th July, by the Rev. George M. Reddy, M.A., ANDREW CARMICHAEL, of Singapore, to MAJOR, second daughter of the late Robert Miller, merchant, of Thurso.

## DEATH.

At 24, North Hamilton Street, on the 6th July, ANNE NELSON, beloved wife of Robert Sinclair, late of Sungai Ujong, aged 44 years.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 17, 1898.

## TELEGRAMS.

## REUTER'S MESSAGES.

## THE ADVANCE ON KHARTOUM.

General Sir H. H. Kitchener, with the Warwicks, Lincolns, and Seaforth Highlanders, has left Khartoum for the front. The Cavalry and Artillery will start to-day.

## AMERICA AND THE PHILIPPINES.

The United States will not send any more troops to the Philippines unless General Merritt requests it.

## (From Japanese Papers.)

## TYPHOON IN FORMOSA.

GREAT LOSS OF LIFE AND SERIOUS DAMAGE. TAIPEI, August 8th.

An unprecedented gale with heavy rainfall has been experienced here, lasting from Saturday morning to Sunday night. This caused the river Tamui to overflow, and the greater part of the city of Taipei has been submerged. About a thousand houses collapsed, and many persons were killed. The houses damaged, boats wrecked and people injured in some way or other are almost innumerable. The water subsided this morning and the wind dropped. Serious damage has been done to property outside the city of Taipei.

TOKIO, August 9th.

A telegram of the 7th instant from the Taipei branch of the Formosan Trading Company says:—

A disastrous inundation has been experienced here, and a large number of people have been either killed or injured. The *Jai Maru* has not arrived as yet.

A telegram of the 8th inst. says:—

The *Jai Maru* took shelter at Okinawa, and is expected to arrive to-night. Nothing is known about the damage done in other places, as railway services and telegraphs have been interrupted.

## OPERATIONS AGAINST THE FORMOSAN ABORIGINES.

TAIPEI, August 8th.

The troops sent to chastise the aborigines at the Goshi Hill commenced operations on the 3rd inst. and made a general attack on the 5th inst. The aborigines offered a stubborn resistance, but they were eventually dispersed and their huts destroyed. The troops withdrew to Shichuan (Tackeban) on the 7th inst. In this action, 2 officers, 5 men and a member of the district office were killed, and 8 others wounded.

## THE INDEPENDENT CLUB TO BE SUPPRESSED.

SEOUL, August 5th.

Two of the members of the Independent Club have been arrested, and the Club has been prohibited from engaging in public lectures or debates. The reason given is that many disrespectful memorials have been addressed to the Throne by the Independent Club.

## THE GOLD STANDARD FOR KOREA.

SEOUL, August 3rd.

The Council of State has passed a resolution brought forward at the recommendation of the Finance Department, to adopt the gold standard.

## ANOTHER CHANCE FOR PRINCE PAK.

SEOUL, August 9th.

In the *Official Gazette*, it is announced that the Korean refugees in Japan are to be recalled.

## THE UNITED STATES AND HAWAII.

SAN FRANCISCO, August 8th.

A committee consisting of three members is being sent to Hawaii to conduct the affairs relating to the incorporation of the island. The committee will leave this by a steamer on the 10th inst. for Honolulu.

## ANOTHER HITCH IN THE HAWAIIAN QUESTION.

TOKYO, August 9th.

A telegram to the Foreign Office states that the Hawaiian Government has not yet acceded to the Japanese demands, and negotiations may yet take a long time before a conclusion is reached. The authorities in Tokyo believe that the Hawaiian Government desires a reduction in the amount of compensation demanded.

## A SAILING SHIP ON FIRE.

SUSPECTED INCENDIARISM. KOBÉ, August 12th.

Fire broke out at 12.30 this morning on board the American sailing ship *Boring Brothers*, lying in Kōbe harbour.

The vessel is completely gutted.

There are rumours of incendiarism on the crew as the vessel was loaded and ready for departure.

## TYPHOON WARNING.

The Observatory report to-day says:—On the 17th at 6.40 a.m.: Black South Clouds.

At 12.35 p.m. one round was fired from Kowloon Point indicating that a gale is expected in the colony.

FOR knowingly entering Mr. Charles Kibb's residence, The Retreat, a coolie was to-day sent to prison for four months.

A SHAMAN named Michael Kelly, with four previous convictions, was to-day fined \$5 or fourteen days for disorderly conduct on Queen's Road.

A NUMBER of chair coolies were to-day fined \$5 for not carrying lights. All but one said the wind blew the lights out. The exception said he had no oil.

SEROT. Dimond charged a contractor with neglecting to show a light on some excavation on the Praya. Mr. Gedge defended. A fine of \$15 was imposed.

A SAILING ship, which left Singapore on May 8th for Sourabaya, only turned up there on or about July 25th. Those on board declare that for years they have never experienced such weather as in this case.

We are informed by the Consul General for the Netherlands that the quarantine regulations in Netherlands India against arrivals from Hongkong and the prohibition of the importation of certain articles have been repealed.

THE chief officer and chief engineer of the Danish steamer *Frisa* were to-day fined \$12 or a month for disorderly behavior and they had also to pay \$3, (in default 14 days) to some ricksha coolies whom they refused to pay.

A BLACK panther is said to have been seen by some natives at the corner of Alexandra Road at Paki Panjan, Singapore. One of the men who is supposed to have seen it, says that it was on the road but made off into the jungle when it saw him.

SINGAPORE, which has been taking so much of our cocoon of all this year (says the *Ceylon Observer*), is to have an Oil Mill on a big scale of its own. A former member of Messrs. Volkart's firm here is getting the Mill erected at Singapore, and it is expected to be in working order by the end of the year.

Two very dirty looking Chinamen were to-day charged with bathing in a creek near the Government laundry, off Kennedy Road. Captain Hastings said they looked as if they wanted a wash and he always liked to encourage cleanliness, it being next to godliness, according to an old axiom but he had to fine the accused \$3 each for indecent exposure.

CAPTAIN Hastings was again kept very busy at the Police Court to-day and he had a regular docket of offenders to deal with. It seems that the Chinese invariably take advantage of a stormy night to commit burglaries and other crimes and about fourteen cases came into the charge room. In one case a culprit who had lifted \$500 worth in money and property in Lascar Row made his escape.

THE Queen has granted unto George Sarsfield Walsh, Esq., retired Lieutenant of the Royal Navy, her Majesty's royal license and authority that he may accept and wear the insignia of the Order of the Crown of Siam of the Fourth Class, which 'decoration' his Majesty the King of Siam has been pleased to confer upon him in recognition of his services while actually and entirely employed beyond her Majesty's dominions in the service of his Majesty.

WHEN Mme. de Stael was asked whether she believed in ghosts, she replied, "No I do not; but I am afraid of them." The Great Powers, adds the "Linkman" in *Truth*, no longer "believe" in the United States, but they are nevertheless afraid of them. It is obvious that it is only a matter of time for America to become an enormously strong naval and even military Power, and the experiences of the present war must inevitably hasten the development in these directions.

We would remind our readers that the second of M. T. V. Twining's high class concerts, takes place at the Park Hotel at 9 o'clock to-morrow night. A splendid programme has been arranged and besides song by the talented young tenor Mr. Morse our popular baritone Mr. S. H. Somerton will also sing. Mrs. Bathgate will contribute some of her masterly pianoforte solos and Mr. H. E. Pollock will give a recitation. The bill of fare is attractive enough and should draw a large audience.

THE Dutch Colonial Government is introducing a modification of the Bertillon system of measurement of criminal for purposes of identification. It is only to be applied to full-grown persons, Europeans (a wide term in Java, as it includes Eurasians and under certain circumstances, full blooded Amboneses), sentenced beyond appeal to one year or upwards. The High Court of Justice may order a Bertillon cast to be made up of any one in custody whose identity it is advisable to establish.

CHINESE District Watchman No. 18 made a smart capture at 4.30 a.m. to-day. He saw a man leave shop No. 21, Queen's Road Central and his bulky figure excited suspicion. The watchman searched him and found five silk umbrellas under his coat. He took him back to the shop and found the door open; the master was called and identified the umbrellas and found that a show-case had been broken open. To-day the thief received four months' hard labour. He had a previous conviction for theft against his name.

MR. Hiral, the Director of the Traffic Department in the Imperial Railway Bureau, has issued warnings to the staff cautioning them to show a little more civility in dealing with passengers. The caution is timely. We are waiting to see if the Sanyo Railway Company will follow suit, for many of the officials on the latter line have a most offensive manner in dealing with passengers. A complaint on this head recently made to the Secretary of the Company by a foreigner did not even meet with the courtesy of a reply.—*Kohi Chronicle*.A STWARD from the steamer *Prins Hendrick* was on the rampage and wrecked a private ricksha in Bonham Strand yesterday. He also assaulted a military sergeant who interfered with him and he has to pay a fine of \$7 or go to gaol for twenty-eight days.

COACHMEN in Java are compelled by law to wear foot-passengers and other vehicles of their movements by cracking the whip. The Resident of Sourabaya gave them whistles to use in place of the whip, but the tram conductors also use whistles, so they were provided with a little trumpet. One of the tram-conductors now has swallowed his trumpet and died of suffocation!

UNDER the presidency of a Mr. James Stuart, M.P., there has been a meeting of persons in London who claim to be "the delegates" of what is styled "the annual congress of the Abolitionist Federation." Concealed under various phrases the policy of this group appears to be the patronage of certain forms of contagious disease to the extent that they object either to the quarantine or the segregation of a class who are the special vehicles of infection. The strangest part of their policy is that they deny the right of a community to rid itself of persons who by their course of life are a peril to the public, and they insist on these persons having full claims to exceptional privileges in the matter of the professional communication of disease.

## THE WAR.

## THE BOMBARDMENT AND SURRENDER OF MANILA.

The U.S. despatch boat *Zafiro* arrived here from Manila to-day and anchored in Junk Bay. Owing to the strong wind now prevailing in the harbour no launches have ventured out and up to a late hour this afternoon the mails had not been brought over.

From an eye witness of the bombardment we have obtained the following story:—

On Saturday, 6th inst., Admiral Dewey and General Merritt jointly sent word to Manila demanding the surrender, giving the Spaniards 48 hours to comply, failing which the city would be bombarded. This notice expired on Monday, at noon and then the Governor-General replied to Admiral Dewey thanking him for his courtesy and stating that as the insurgents were outside the walls and he had no place of safety to send the women and children, he further asked for another 24 hours which was readily granted. At the expiration of this time the Americans expected that the bombardment would take place and the men were quite prepared but it appears that after a consultation between General Merritt and Admiral Dewey the attack was put off. At this time the American forces were holding position round Malate and a small force was left at Cavite and the men expected every night to be awakened and called to arms. On Friday, 12th, eight companies of the 2nd Oregon Regiment, under Col. Somers, at Cavite were ordered to go on board the *Kuonget* and one company was sent on the *Newport* and the men were prepared to land at Manila during the course of the day. Admiral Dewey then gave the Spanish authorities an hour in which to surrender, but this not being complied with the whole squadron moved into line of action off Manila and the *Olympia* fired the first shot at 9.45 a.m. on Saturday, 13th, sending it into the direction of the Malate fort. The first few shots fell short but the range was soon found. The *Callao*, commanded by Capt. Tappen, got right under the fort and blazed away causing destruction all round. There was a simultaneous attack by the land forces which stormed the Spanish entrenchments at Malate and the Spanish forts here fired at the American forces and paid no attention to the firing of the fleet.

At 10.35 the larger of the American ships ceased firing, as Admiral Dewey did not want to shell the place so long as they did not return the fire. But, however, there was a very lively fight between the land forces. The Americans forced the Spaniards to their reserve trench and after some hard fighting the Spaniards retreated to the walled city, and in fifteen minutes the American colours were planted. Soon after this the white flag was hoisted at Manila and the Belgian Consul came on board the flagship and Admiral Dewey sent one of his lieutenants with him to meet the Spanish authorities. The Spaniards agreed to surrender and at 3.30 p.m. went into the city and proceeded to the Palace where he met the Military Governor who surrendered. The Spanish soldiers (numbering about 10,000 men) were drawn up in line and gave up their arms, the officers being allowed to keep their side arms. The total loss on the American side was 610 killed and about 40 wounded. The Spaniards must have lost considerably for some of their trenches were filled with men seriously injured. The city of Manila itself suffered no damage for the American fire was directed towards the forts and trenches on the outskirts.

The Spaniards in Manila tried to destroy everything possible and one of their gunboats lying on the Pasig river was set fire to and also filled with sand bags to sink her; the Americans, however, were unable to save her. Manila at present is under martial law with General Merritt as Military Governor. Merritt was to have issued a proclamation, but he had not done so up till the time the *Zafiro* left at 4 p.m. on Sunday, 14th.The Red Cross Society of California have done an immense amount of work in the way of assisting the army at Manila. The Society at California sent out two trained nurses with sufficient funds and large quantities of all sorts of necessary stuffs by the *Newport* and their humane services have been much appreciated by the U.S. forces and the work of this Society is said to be the best throughout. By the *Zafiro* Mr. C. M. Wasse, one of the trained nurses and representing the Society, came to Hongkong to buy medical stores and other materials for the relief of the sick and wounded.

## THE WEATHER.

A heavy thunderstorm burst over the colony shortly after midnight, accompanied by much lightning and heavy rain. During the early part of last night there was a great deal of sheet lightning over the western hills, and the atmosphere was very oppressive. At about 6 a.m. to-day the wind set up a regular "breeze" from N.E. to E.N.E. and at 6.40 the coast gale blew down, was hoisted on the *Tamara* and at other points, indicating that there was a typhoon to the southward of Hongkong. All through the forenoon there were showers and strong gusts of wind and at 12.35 the warning gun was fired. Just then a rain squall that came across an hour the rain came down in torrents, driving all unlucky pedestrians under verandahs and all sorts of places for shelter. The residents of Kowloon had a happy (?) time going to and from after 1.45 instead of landing at Pender's Wharf they were forced to disembark down at East Point near Bowlington. Some of the travellers have tales to tell of great green seas breaking aboard and drenching them from head to foot and not a few have made arrangements for spending the to-night in Hongkong. To our mind it seems that a typhoon is as good as the proverbial "hot one" got a good idea of the force of the wind and ricksha coolies had hard work to make headway at walking pace, and the spray repeatedly dashed over the wall into the roadway. There was not a sampan at the usual mooring places but there was a flotilla of launches constantly passing down to Causeway Bay towing junks, sampans, and cargo boats from other parts. The capers they cut showed the force of the wind and sea and it would require the pencil of Stanfield or Edwin Huxley to do justice to the scene—grey misty sky over head and green sea and "white caps" below. It was a fine picture but one that could be much more comfortably viewed on canvas so great was the fury of rude Boreas. Most of the steamers in harbour were under steam with officers and crews "standing by." Of course shipping movements were greatly impeded and Messrs. De Souza and Co.'s steamer, the *Olo* was unable to leave for Manila.

A very big breeze was torn from one of the big bayon trees in Queen's Road outside the Commodore's office and it was fortunate that no persons were injured thereby.

At 10 a.m. to-day the wind force in Hongkong was 5 and the direction E.N.E. No report was received from the Peak. At Gap Rock the direction was E.N.E. and force 7. At Cape St. James the force was 7 and direction S.W. This afternoon there has been a constant succession of very heavy squalls, and the appearance indicates a "dry night." There is no appreciable fall in the temperature and indoors with windows necessarily closed the experience was not pleasant.

Owing to the severity of the squalls this afternoon the Star ferry launches were obliged to discontinue running between the city and the marine suburb.

In the early morning a junk capsized off Praya Central but it is understood that the crew were saved.

At 3 p.m. the Observatory reported that the gale would probably be severe and from the east.

## A JAPANESE KILLED BY A COOLIE.

Governor Omori recently said that it was not only foreigners but Japanese who suffered from coolie violence. An incident bearing out the truth of Mr. Omori's remark is related by the *Yokohama Herald*, which says:—A pack-horse driver named Yuzuro was brutally assaulted by a coolie at Kamakura on the 26th ult., while his assistant and several other coolies were engaged in repairing the road. The unfortunate man was struck severely under the ear, and died the same night from the effects of the blow. The coolie who was guilty of this brutal assault has been arrested and will be tried at Yokohama.

## GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

The following report has been received from the Manager at the mines per steamer *Africa*—

Mount Macdonald, 22nd July, 1898.

Great Eastern Mine.—The *North Drive* is now in 26 feet and south in 2 feet. The reef is 4 feet wide, of which the eastern half carries a lot of fine gold, whilst the western half is composed of quartz and mullock with no gold in it. The gold bearing part taken out will probably yield 14 to 15 dw. per ton, but we are not yet on the big reef, to do which we would have to drive another 20 feet probably. About 50 feet south of our shaft on the surface the reef is split in two, reforming again into the large lode a little higher up the hill, and we have undoubtedly struck the same formation below, as the reef is dipping north, and since we have not got the footwall yet. The pleasing part about this reef is that it apparently carries more gold at the greater depth than it did at the higher levels, and a very important fact also is the large increase of mineral in the stone, which the Mount Macdonald means also more gold. The *Mount Macdonald* west is 13 feet, but I have stopped the work there, most unwillingly though, since we cannot expect anything there under 60 feet.

Zulu Whirl Road.—The reef we cut here some time ago has been traced for a good distance up the hill, but we are not going to spend any more money on it just yet, as we can cut it from below or turn our attention to it again later on.

Zulu Main Shaft.—The new contractors started down by five more feet on Saturday, which would bring the shaft down to 148 feet. There is nothing new to report from here. The reef is as strong as ever, and so far this claim promises to become the mainstay of this company. Gold can be seen freely in the stone, but the battery will prove the best test.

Rise and Shine Shaft.—The present depth is 81 feet from old brine. The last 14 days have been spent in logging up and fixing the whippole. The additional 30 feet should be put down very quickly, as the ground is not too hard, and the shaft only small.

Bank of England Shaft is down to 64 feet. Also here the men have been busy logging up and fixing the whippole, and after putting in one more set of timber, the contractors will take charge of this shaft also. In other words, our work will be done now faster and cheaper. There is also nothing new from this reef to report. It remains the same strong body of quartz with a rich footwall. We have about 200 tons of gravel.

Caledonian Main Shaft.—The cross cut for the reef is now in 35 feet and 40 feet more should cut it.

Dam.—The rainy weather and the water from the Caledonian shaft have filled two-thirds of this large reservoir, so that all our fears as to future shortages are allayed.

Battery.—I have let the excavations to the same contractor who made the dam. He is making fair headway. Mr. Hodgkinson writes to-day from Sydney that the first ten head are ready and will be sent next week. I am busy getting tenders for the battery and the pier.

Office.—We are laying the foundation pier.

## THE ALLEGED FRAUDS BY A FOREIGNER.

KOBÉ, August 10th.

C. Baines, who was placed under arrest for committing an alleged fraud on the Japanese Kobe tradesmen, and who said he was an American subject, as reported in our issue of yesterday, was taken before the American Consul yesterday morning. He told Mr. Lyon that his father was an American merchant in California; that he was the "Edwards" who was "wanted" by the police at Yokohama, and begged to be taken there and tried rather than be handed over to the Japanese police. Mr. Lyon, who had been in telegraphic communication with the American Consul-General at Yokohama, said he could not recognize the prisoner, as he had not a title of evidence to support his claim to citizenship. Baines was then taken back to the Municipal jail, and later in the day handed over to the Japanese police for trial.

On inquiry at the Japanese police station this morning, we were informed that the prisoner was sent to Yokohama yesterday afternoon, in charge of two Japanese policemen, to answer the charges which have been preferred against him at the northern port.—*K. Chronicle*.

## FUNERAL OF MR. W. C. BIBBY.

Singapore, August 6th.

The funeral of Mr. William Charles Bibby, whose accidental death by falling down the stairs of the Rln Lode at Jelebu we unobscurely had to record on Thursday, took place at Bukit Timah cemetery early this morning. The telegram from Jelebu, which announced the fatality, it will be remembered, stated that arrangements were being made to bury Mr. Bibby at Sersaman in defence to the wishes of their desire that he should be interred at Singapore, arrangements were made to hold the funeral at Singapore.

The funeral service was conducted by Archdeacon Perham. It appears that, at the time Mr. Bibby met with his death, he and two other gentlemen in the employ of the Jelebu Company—Mr. Burns and Mr. Roberts—had just concluded an inspection of the mine, which is about eighty feet deep. At the bottom of the shaft there was water ten feet deep. The method of getting up the shaft was by means of a ladder, and Mr. Burns went up first, closely followed by the deceased. Mr. Bibby was some thirty feet lower down. Mr. Burns had reached the top in safety. Mr. Bibby, who was just about to step off the ladder, leaned over, and he fell backwards down a shaft, and his head struck a baulk of timber in his descent. It was the contact with the baulk which undoubtedly caused Mr. Bibby's death, for when the body was taken from the water at the bottom of the shaft, the back of the skull was found to be completely crushed in. Mr. Bibby's foot struck Mr. Roberts violently, and the latter also had a narrow escape from a fatal fall, for he was clinging on to the rung of the ladder with one hand. The inspection of the mine was the last piece of work Mr. Bibby had to carry out before preparing his report and returning to Singapore.—*S. Times*.

## AMERICA, JAPAN AND ENGLAND.

There is evidently a strong impression in Japan that the Tokyo Government has taken a decided line about the Philippines, and that this country and Great Britain will be drawn closely together by the present situation. Japan would be more than human if she failed to welcome this opportunity of paying off some of the Liaculian score. Russia, France and Germany combined to deprive her of the fruits of her victory in Manchuria, and there are strong indications that the same league of Powers will interfere to prevent America from dealing freely with the territory she has conquered. The Japanese are persuaded—no derive our idea of their views from the editorial utterances of the *Yomi Shimbun*, the *Koku Min Shimbun*, the *Yokohama Shimbun*, the *Hochi Shimbun*, the *Asahi Shimbun*, and the *Nippon*—that the peace of the East will not be promoted, or the balance of power preserved, either if the Philippines are left in Spain's hands, or they are handed over to Aguinaldo and his followers, or if any European Power except England is allowed to have a controlling voice in their disposal. There is no Spanish power in the Liaculian group, and the Japanese are determined to prevent this. That alternative would be undesirable, perhaps, but the occupation of the whole or any part of them by Germany, France or Russia. It is not the sentiment of hostility is entertained towards the last three Powers, apart from the not unnatural desire to "get even with them" in return for Liaculian. It is that all three are credited with designs of territorial aggrandisement, the prosecution of which is not consistent with the peace of the East. What the Japanese seem to desire before everything is that America should annex the Philippines. They regard the presence of the United States in the Far East as a guarantee of peaceful commercial development and a bulwark against arbitrary aggression. They think, too, that a certain responsibility devolves on America. She drew the sword in the cause of right and she must not sheathe it in such a manner as to promote disorder. It is true that she entered the lists as the champion of an oppressed people. But it is also true that she commenced the War, and the fully devolved upon her of bringing it to a conclusion which shall not involve the danger of other wars. Japan does not want the Philippines for herself, but she is determined that they shall not pass into the possession, or lie at the mercy, of Russia, Germany or France. Great Britain's policy is identical with Japan's in this respect. It is essential, however, to guard against another supposition. Before any triple alliance can step into the field in connection with the Philippines, an alliance to oppose it must be concerted and ready. Even the leading vernacular journals think that the facts are recognized, and have become the basis of active procedure, by the Foreign Office in Tokyo.—*Japan Mail*.

Analysing a Metaphor "I wonder," said Mrs. Meekton, "why they say that silence is golden."

"I guess," replied her husband, very guardedly, "it must be 'cause gold is so hard to get sometimes."



11. *Chrysomelidae* (10 spp.)

11. *Chrysomelidae* (10 spp.)

For Freight, &c., apply to  
**HOLLIDAY, WISE & Co.,**  
Agents,  
Hongkong, 15th August, 1893. [52]

"LIV,"  
 be despatched as above on or about  
 the instant.  
 Freight, &c., apply to  
**SHEWAN, TOMES & Co.**  
 Agents,  
 Hongkong, 14th August, 1895.

in course of erection.<sup>12</sup>  
FLOORS IN STAUNTON and ELGIN  
STREETS.  
No. 5, RIPON TERRACE.  
No. 3, ELGIN STREET.  
Apply to—  
HONGKONG LAND INVESTMENT  
& AGENCY Co., Ltd.  
Hongkong, 11th August, 1905. (19

CHAMBERMAN has been appointed  
 FINANCIAL SECRETARY to the Company.  
 N. A. SIKES,  
 Chairman.  
 Hongkong, 20th July, 1893. [884]



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU H. Burdett	Kobe and Yokohama	Wednesday, 24th August, at 4 P.M.
OMI MARU C. Young	THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY, BRISBANE, SYDNEY & MELBOURNE	Friday, 26th August, at 4 P.M.
TOKIO MARU E. W. Haswell	NAGASAKI, Kobe & Yokohama	Monday, 29th August, at 4 P.M.
TOSA MARU C. Hillcoat	MARSEILLES, LONDON, NEWCASTLE and ANTWERP, via SINGAPORE, PENANG, COLOMBO and Port Said	Thursday, 1st September, at 4 P.M.
SAGAMI MARU T. Mural	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHINMOLO, NAGASAKI, FUSAN and GEMSAN	Friday, 2nd September, at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

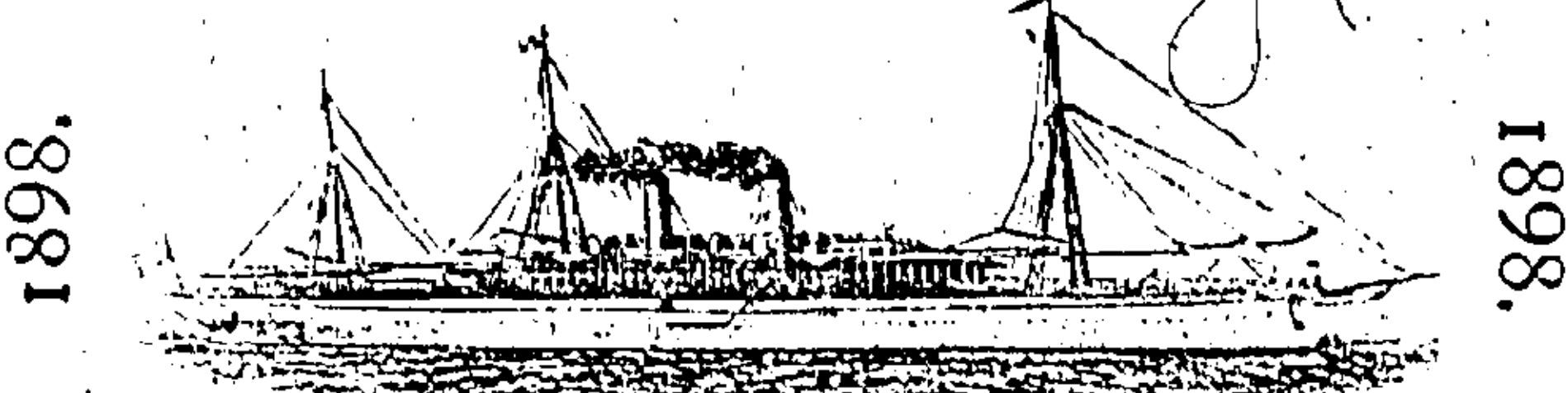
A. S. MIHARA,  
Manager.

Hongkong, 16th August, 1898.

[6]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, Kobe, YOKOHAMA and VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—12,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st Aug., 1898.  
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for its recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 16th August, 1898.

## Intimations.

## F. CAZANOVE, BORDEAUX.

GOLD MEDALS  
Bordeaux, 1892. Paris, 1893.

## LIQUOR

OF THE REVEREND FATHER

## A. KERMANN.

The ELIXIR is employed with success to restore the FORCES OF THE STOMACH and FACILITATES THE DIGESTION.

## Tonic Wine

OF THE Rev. Father A. KERMANN  
MOE-KINA of Dr. GOLL  
CREME DE MANDARINE  
AVELINE VANETTE SUPERFINE.

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong.

Agents for LAENDLER & Co., Paris.

[1]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 1st Sept., at Noon.

Arcturion (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 20th Sept., at Noon.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 11th Oct., at Noon.

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, Kobe, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 1st September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information, as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 13th August 1898.

[2]

## SAILING VESSELS.

FOR NEW YORK.

THE "A" a Norwegian Bark 9.96.

"PRINCE ARTHUR,"

Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 12th July, 1898.

[3]

FOR SAN FRANCISCO.

THE "A" a British Ship

"HAWTHORNBANK,"

Capt. Master, now loading here for the above port and will have quick despatch.

For Freight, apply to

SHERMAN, TOMES & Co., Agents.

Hongkong, 14th July, 1898.

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KUHN & KOMOR,

JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA

25, DIVISION STREET, KOREA.  
Hongkong, 15th March, 1898.

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## Intimation.

HAMBURG AMERICA LINE.  
(East Asiatic Service.)NORTH GERMAN LLOYD.  
(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.	Freight.
ARABIA	LONDON, HAMBURG & ANTWERP, VIA COLOMB.	About 25th August.	Freight.
ARCADIA	LONDON, HAMBURG & ANTWERP.	About 1st September.	Freight.
Bismarck	LONDON, HAMBURG & ANTWERP.	About 15th September.	Freight and Passage.
Ehlers	HAVRE AND HAMBURG.	About 21st September.	Freight.
SUEVIA	HAVRE AND HAMBURG.	About 21st September.	Freight.
Yick	HAVRE AND HAMBURG.	About 21st September.	Freight.

\* This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents,  
Hongkong, 15th August, 1898.

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## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, Kobe, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Columbia 12,505 | A. Gow ... Aug. 23.

Tacoma 12,570 | A. Dixon ... Sept. 17.

Victoria 12,167 | J. Truebridge ... Sept. 27.

Olympia 12,608 | T. H. Dobson ... Oct. 22.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Mogul 12,354 | W. H. Wright ... Sept. 10.

Brasmar 12,601 | E. Porter ... Now, 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK scenic. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 8th August, 1898.

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## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANTE,

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinzess ... Wednesday 14th Sept.

Darmstadt ... Wednesday 12th Oct.

Sachsen ... Wednesday 9th Nov.

Bayern ... Wednesday 7th Dec.

Prinz Heinrich ... Wednesday 4th Jan. '99.

ON WEDNESDAY, the 17th day of Aug., 1898, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Cipperr, with PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on Monday, the 15th August. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 16th Aug., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 16th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50 and Parcels should not exceed Two Feet Cubic Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linens can be washed on board.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 20th July, 1898.

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## Mails.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA,"

Captain C. F. Preston, R.N.R. carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 6th August, 1898.

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## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Arcturion (via Nagasaki, Saturday, 10th Sept., Kobe & Yokohama) at Noon.

THE U. S. Mail Steamship

"AZTEC,"

will be despatched for SAN FRANCISCO, via NAGASAKI, Kobe and YOKOHAMA on SATURDAY, the 10th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 13th August, 1898.

[1]

Printed and Published by ETHELBERG FORBES SKETCHLEY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

**SETTING UP OF DISTILLERIES**  
Rice—Corn—Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS  
SETTING UP OF  
Liquors Factories—Preserves Factories  
Laboratories of Druggists—Essences Factories  
**STEAM KITCHENS**  
ECROT & GRANGE, rue Mathis, PARIS  
Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

## BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

## Scott's Emulsion

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak tendencies. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

## SERRAVALLO'S FERRUGINOUS QUININE.

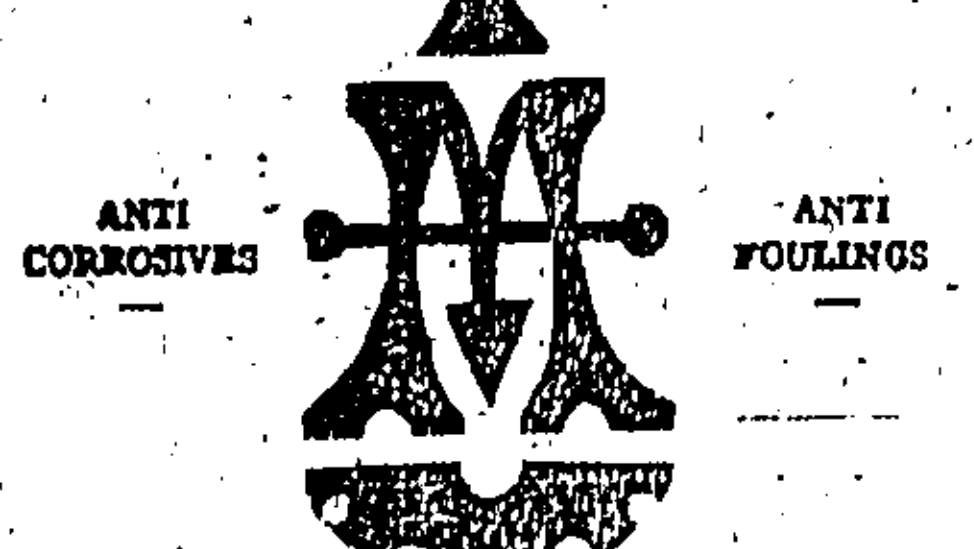
THE GREAT AUSTRIAN TONIC  
OF  
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates attesting its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—  
A. S. WATSON & Co.  
Hongkong, 1st September, 1898.

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MANUFACTORY  
all sorts of  
OIL PAINTS and COLOUR-WASH  
PREPARED IN ALL COLOURS  
TO SUIT PURCHASERS.

GENERAL AGENCY,  
BAILEY'S ENGINEERING AGENCY,  
17, PRAYA CENTRAL,  
Hongkong, 14th May, 1898.

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